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HONGKONG, SATURDAY, MAY 6, 1911.

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T. F. Hough, Esq., C. J. Lefebvre, Esq.
Hongkong, November 16/1909. 1424.

SOCIALISM IN ACTION.

Socialist government of Milwaukee is producing conditions of unemployment and idleness among working men unknown in any other American city. The report of the Federated Trades Council just published shows that 20,000 of the city's population of 375,000 are walking the streets seeking work; while the Associated Charities Society reports greater suffering among the poor than has obtained in former years. This condition of things is confined to Milwaukee, for everywhere else in the country labour conditions are normal, which means that there is work for all who want work. For instance, there is practically no unemployment among Wisconsin's population of 2,000,000 outside Milwaukee.

The trouble is due to Socialist mismanagement and inability to meet the practical problems of government. Emil Seidel, one of America's leading Socialist agitators, became Mayor of Milwaukee last April, as the result of accidental political conditions. The Socialists immediately announced that they would show the country how the application of Marxian doctrines would produce a new era in American municipal government. This really happened, but not in the way the Socialists meant. The Socialists promised that nobody should be unemployed, and that the municipality would undertake large public works.

The past year has been spent in arranging the plans of these activities and devising methods of raising the necessary money. The system of "robbing Peter to pay Paul" has been put in operation, almost every department of the city service and important work being delayed in the effort to keep down the rates, so as to permit of more money being applied to the organization of Marxian institutions. This resulted in forcing the municipal employees to work longer hours than ever before.

There is a general fear that taxation must be largely increased in 1912 to meet the Socialist plans which are causing such a halt in the development of the city. Contractors are idle, with the prospects of idleness continuing indefinitely, the streets are not being properly cleaned, the ashes and garbage are being removed only spasmodically, many small thoroughfares not having been touched by the street cleaners for four months, and working men are preparing to leave Milwaukee and take up their residence in cities where there is less Socialism and more employment. Meanwhile the Mayor, in alarm, has invited the Merchants' and Manufacturers' Association and other similar anti-Socialist organizations to offer suggestions with a view to ameliorating the existing conditions.

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Letters relating to business should be
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Hongkong, January 19, 1911.

SCOTSMEN AND HUMOUR.

By Harry Lauder.

Next to Irishmen, mothers-in-law, and
parrots, I consider that the Scotsman is
the most "sinned against" person in the
world; that is to say, to him are attributed
more shortcomings in character and more
undesirable characteristics than to any
other member of civilised—or uncivilised,
if you wish it—society.

For instance, from time immemorial
almost every particularly insane remark
has been credited to the Irishman; a crime
never has been committed, in the mind of
the imagination, that a mother-in-law has
not committed; there is not a swear word,
according to the average man in the street,
in every language, from Kishinev down to
"Dilligat" that a parrot has not uttered; while
a joke has never yet been made that, according
to the majority of critics of national character,
a Scotsman has not failed to make.

Still, there it is! I am afraid that my
countrymen have no legal redress; but all
the same, I am strongly of the opinion that
one of the greatest libels ever circulated is
the widespread report that "Scotsmen have
no sense of humour at all."

Now, I grant you that the sense of
humour of the average Scotsman may possibly
not be quite so impulsively quick as that
of the neighbour across the border, but the
fact must never be lost sight of that many
people have so rapid a sense of the ridiculous
that it may almost be said to be "anticipatory."
In fact, some dim-braided individuals frequently
see a joke before the actual mirth-provoking
point is reached. But is this an advantage?
Generally speaking, I am inclined to think
it is not, in that good jokes and stories are
frequently, from other people's point of view,
made to fall as flat as a pancake by what can
I think be most aptly described as "the
anticipatory laugh."

Again, the quality of much of the so-
called "humour" which makes some people
hold their sides with merriment is, to say
the least of it, of a most inferior order,
and, from time to time, I have been com-
pelled to listen to stories which have been
so entirely devoid of any merit at all that
the perpetrators thereof ought to have
been hung, drawn and quartered on the spot.
Unfortunately, however, there is no legal
penalty attached to the telling of a
funeral story of this sort, and so many
people are, to-day, at large who ought,
without a doubt, to be enjoying the
delights of those residences which his
Majesty so thoughtfully provides for his
subjects entirely free of charge.

But would a Scotsman lower himself by
wasting valuable breath and straining the
muscles of his throat by laughing at such
wit? Not he; neither would a Scots-
woman. And by refusing to become a
party to foul deeds—a bad joke is every-
bit as unpleasant in its far-reaching con-
sequences as a bad egg, always excluding
Election eggs—they show themselves
possessed, at any rate, of good taste. In
fact, the average Scotsman, who is con-
demned in so wholesale a manner as being
deficient in the laughing organs, very frequently
refuses to abandon himself to merriment
because he rightly considers the circumstances
do not justify indulgence in laughter at all.
And, after all, why, oh why, should any
of us "smile a smile" at a bad joke? We
are positively rude to those who give us
bad wiles or splits; in these any, reason,
therefore, why we should encourage those
who give us bad humour?

I will give you a case which came under
my notice not long ago, a case, by the way,
which I think clearly proves the particu-
larly exacting nature of the Scottish sense
of humour. An Englishman and a Scotsman
were taking a walking tour together in
Ayrshire. One day, after walking a few
miles they lost their way, and were pulled
up short by a sign-post, on the finger of which
was written "Those who can't read enquire at
the cottage opposite."

The Englishman read the notice, and
shook with laughter. The Scotsman, however,
merely puffed his brow, and said quietly
"Eh, mannie, but I canna see anything in it!"

The Englishman said nothing in reply,
and the tramp was continued, in the middle
of the night, however, he was surprised to
hear a knock at his door, and on indignantly
opening it to know why he was being
disturbed in this way he was infamously
amused to hear his Scotch friend say, "I can see it, too—'Enquire' at the
cottage might have been 'col'."

His English friend was so struck with
the Scotsman's mental pertinacity in
thrashing out what to him was a knotty
point that he immediately jumped out of
bed, and explained where the point of the
joke actually came in.

The Scotsman listened in silence and
having been entrusted with the correct
solution of this mirth-provoking incident,
merely replied sententiously, "The man
that wrote that must have took me for a
fool as well as you—but you see there was
only one of us, and that was me, me."
What struck my Scotch friend about the
incident most strongly was that anyone
could have been so insane as to write up
such a stupid notice. And who said are
any that, in taking up this point of view,
he was wrong!

Writing of a sense of humour recalls to
my mind that I have often remarked that
the farther north one travels in Great
Britain, the slower and more "cautious"
is the sense of the ridiculous on the continent.

For instance, in north country audiences
in England, I have, on innumerable
occasions, heard many members of the
audience laugh at a joke quite two
minutes after it has been made. Still,
apparently, their appreciation has been
none the less keen—and that's the
main thing, for I honestly believe that
the joke which sinks in slowly is alto-
gether more appreciated, and is really
responsible for far more of the real joy of
laughter than humour which is seen at
once, and is quickly dismissed with a hasty
laugh of the "ha ha! that's very funny but
have you heard—" order, which is
practically only an excuse to change the
subject.

In Scotland I have often met Scotsmen
who, in the midst of a conversation on
quite a different subject, have suddenly
commenced to chortle uncontrollably and
quietly to themselves and on asking them
what on earth they are laughing at, the
reply has been, "merely at a little story
I was told last week." I can, however,
not recall a single instance in England
of meeting people who have been so
"tickled" by a good joke, as to be able
to enjoy it quite as much a week after-
wards as at the time they first heard it.

No, believe me—if you never believe
anybody else again—it is hopelessly wide-
ly, uncharitably, untrue to accuse my
countrymen of not being able to see a joke.

There is not even a suspicion of truth in
the charge; in fact, we plead "not guilty."
Humour, surely, is merely a question
of point of view, and a joke which some
people may think excruciatingly funny,
will not appeal in the slightest degree to
the sense of the ridiculous of others. And
there lies the explanation of the contention
that Scotsmen do not possess an atom of
humour in their composition, for it is
because they have refused to see merit and
mirth where it does not exist that this
libellous statement has as the gossips say,
"got about."

By the way, it has been said that the
majority of Scotsmen "joke w' difficulty"
in a great measure because their sense of
humour has been warped through excessive
indulgence in the wine of Scotland. In
fact, while other nations want their dose,
all that Scotsmen require is their "Mount-
ain Dew," would seem to be a fairly
accurate estimate of the popular impression
of my countrymen's ability as concocters of
liquid refreshment.

Now I will not go so far as to say
that Scotsmen as a nation are exces-
sively enthusiastic in the cause of
sobriety, but I do say the consumption
of whisky has had no influence, beneficial,
brightening, or otherwise, on their sense
of humour. Indeed, as I write, I can
think of a number of quite illuminating
examples of Scotch humour which go to
prove that the Scotch "in his cups" is
by no means incapable of giving vent to
mirth-provoking remarks.

For instance, I like the story of the over-
zealous host trying to thrust just one more
"nightcap" on his would-be departing
guest. "Just another wee drop fore you
go," he said. "Na, na, I'll tak nae mair!
I'm in a new lodgin', and I'm goin' vera well
acquainted w' the stair!"

In this example of what, can perhaps
best be called "the humour of the Scot in
his cups," you will notice that the reply of
"ye bilious one" is quite sensible, and
very much to the point, which, if there is
any truth in the time-honoured statement
that a man shows his true character under
the influence of intoxicants, goes to prove,
I think that at least earnestness is a strik-
ing trait in the Scotsman's attitude.

However, space prevents me from going
into, in further detail, the many mislead-
ing accusations made against my countrymen's
sense of humour. And, after all, what do
they really matter? For Scotsmen can
usually afford to overlook the many charges
which are made from time to time about
him of which certainly not the least in-
correct is Sydney Smith's dictum, "That it
takes a surgical operation to get a joke into
a Scotsman's head!"

NOTICE

WE beg to notify that Mr. OISHI has
been transferred to Mori Okawa
and Mr. Y. SHIBUYA will take charge
of the Local Office of the Company as
MANAGER from this date.
MITSU HISSEI GOSHI-KWAISHA.
Hongkong, April 20, 1911.

S. I. N. T. I. N. G.

Surgeon Dentist.

No. 14, D'ARQUER STREET.

TERMS VERY MODERATE.

Consultation Free.

WEEKLY NEWS

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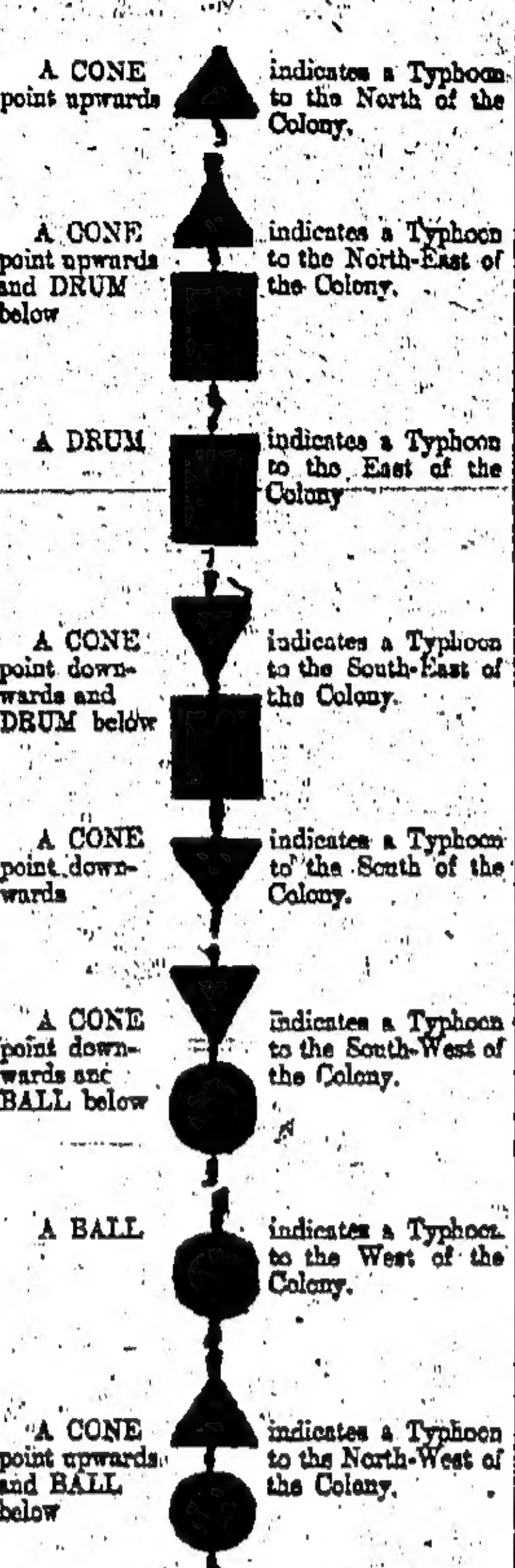
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TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted
on the mast in front of the Water
Police Station, Kowloon, the Harbour
Office, the Kowloon Godowns, H. M. S.
amar, and Green Island signal mast.



Red Signals indicate that the centre is
believed to be more than 300 miles away
from the Colony.

Black Signals indicate that the centre is
believed to be less than 300 miles away
from the Colony.

The above signals will, as heretofore, be
hoisted only when typhoons exist in such
positions or are moving in such directions
that information regarding them is con-
sidered to be of importance to the Colony
or to shipping leaving the harbour.

URGENT SIGNALS.

In addition to the above, when it is
expected that the wind may increase to
full typhoon force at any moment, the
following Urgent Signals will be made at
the Water Police Station at Kowloon, the
Harbour Office Flagstaff, and H.M.S.
Tamar.

THREE EXPLOSIVE BOMBS AT INTERVALS

OF TEN SECONDS.

A Black Cross will be hoisted at the
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CINEMATOGRAPE THEATRE.

7th PIONEER HALL OF THE COLONY
Dm YONG ROAD CENTRAL,
Opposite Central Market.

2 Performances—7.15 to 9 and
9.15 to 11.30 P.M.

GRAND CHANGE OF PROGRAMME.

New Films include the Biblical story
'Ruth and Boaz'; 'The Wrong Door';
'Mac Lister'; 'The Veil of Happiness';
'Chinese Legend'; 'Good Boy Hector';
and 'Deafie Muscles have no Luck'.

COME AND HEAR THE BEST
ARTISTS.

MEMOS FOR TO-MORROW.

9 a.m.—Excursion to Macao per N.N. Hengshan.

General Memoranda.

TUESDAY, May 9.—Anniversary of Death of Confucius.

WEDNESDAY, May 10.—

9 p.m.—Entries Close for Second Gymkhana Meeting.

THURSDAY, May 11.—

5.15 p.m.—Annual General Meeting of the Hongkong Horticultural Society.

FRIDAY, May 12.—

9 p.m.—'The Follies' at Theatre Royal.

SATURDAY, May 13.—

6.15 a.m.—Penumbra Eclipse of the Moon.

2.10 p.m.—Full Moon.

9 p.m.—'The Follies' at Theatre Royal.

SUNDAY, May 14.—

King of Spain's Birthday (1880).

THURSDAY, May 18.—

Empress of Russia's Birthday (1868).

SATURDAY, May 20.—

Corpus of Hongkong to be taken.

'China Mail' Casino Competition Closes.

3.30 p.m.—Second Gymkhana Meeting.

WEDNESDAY, May 24.—

Empire Day.

Boys' Own Club Athletic Sports.

The China Mail

HONGKONG, SATURDAY, MAY 6, 1911.

THE COMPULSORY INSURANCE SCHEME.

THE present Session of the House of Commons should be one of historic significance when it comes to be reviewed by students of social and constitutional movements. Having finished with the Veto Bill, on which it has staked its reputation and existence, the Government has soon turned its attention to a most far-reaching social programme which in its opinion occupies only a secondary position to the vital conflict between the Upper and Lower Chambers. REUTER'S telegraphic service has supplied us with a skeleton outline of Mr LLOYD GEORGE'S long-promised scheme of insurance against the gaunt spectres of invalidity, sickness and unemployment. We have, of course, been quite prepared for legislation on these lines, as nearly a year ago the CHANCELLOR of the Exchequer, in his Budget statement, declared that if the taxes then proposed fulfilled their promise, and if a return were made to normal naval expenditure, the Government could see its way to start on a great national scheme of insurance for unemployment and invalidity—a scheme on a contributory basis with State subsidy twice as liberal as that given by Germany for the same purpose, which would insure two and a half million of workmen employed in precarious trades against the evils of unemployment and thirteen million working men and working women against the distress that comes from sickness and the premature breakdown of the bread-winner, and would also provide for the setting up of sanatoria for the cure of illness. Again, in the House of Commons about a week later, Mr LLOYD GEORGE delivered an important oration on the subject, in the course of which he said, "I agree that the problem of invalidity insurance is in many respects more urgent than

Old Age Pensions. After all, when a man breaks down in the prime of life, with the responsibility of a family upon him, and, in addition to his own poverty, has the distressing anxiety of seeing the starvation and suffering of those dear to him, there is far more urgent cause to provide for such a case. I think it can be done and it ought to be done. We have our scheme prepared." Since those days there has been no material alteration in the situation, though in order to allay any fears that the Government might not have given the question the searching care and scrutiny which its extreme importance demanded, Mr LLOYD GEORGE'S late last year stated that the scheme in hand had been submitted to the ablest actuaries in the land. It will be seen, therefore, that this is no case of legislating in haste, and if experience should result in repentance at leisure we may rest assured that it will not be by reason of any want of studied consideration of the problem on the part of the Government and its advisers.

Viewing the question calmly and dispassionately, there can, we think, be no just ground for setting one's face against the inevitable tendency of the age—which the newly-propounded scheme illustrates. Leaving aside the problem of unemployment, it is undoubtedly high time the State stepped in to see that the workers of the country took at least some steps to make provision for "the rainy day" which comes all too often with but little warning. It is true that a big section of the people, of their own free will, at the present time do what the Government now proposes they shall be compelled by law to do, but it is equally true that thousands of men and women ignore their bounden duty in this regard. Hence the need for the State to step in. Both the great political parties have for some time committed themselves to a contributory scheme of invalidity insurance, and the fortunes of politics have now given Mr LLOYD GEORGE an opportunity of which he may be trusted to make the most. If his scheme proves the boon he and his colleagues think it will, then his name will for many generations be associated with the putting into practice of a grand and glorious piece of social legislation. Those who are opposed to Old Age Pensions, on the grounds that it they discourage thrift among the people, might well be able to give their approval to this latest proposal of the Government, for its chief characteristic is that not only have the employers and the State their obligations to fulfil, but the worker has his part of the contract to carry out as well. Thus, if, if not practised as a virtue, will by force of circumstances be called into operation. Here it is gratifying to feel that the idea of the framers of the scheme is to work in conjunction with the Friendly Societies who for generations have done such a magnificent work in the Old Country. On the question of unemployment, insurance against which is, for the time being, to be restricted to engineering and the building trade, we could only wish that some measures were also initiated towards its prevention. A scientific application of tariffs might be depended upon to reduce unemployment down to the lowest possible limit. With such a precaution taken, the additional safeguard of treating the evil in its more restricted and limited ratio by insurance might then well be taken as, for instance, is done in Germany. But as long as the Radicals are in office any hopes in this direction may be placed altogether on one side.

We do not intend investigating the merits or demerits of the new scheme in detail, inasmuch as the outline so far given is very bald and meagre. It would seem that workers in the building and engineering trades will be docked of a week of their wages to meet the full demands of the scheme, and that other workers, whose lack of employment does not come under treatment, but who are simply dealt with so far as sickness and invalidity are concerned, have to contribute 4d per week. We should have thought that the contributions would be proportionate to the wage-earning capacities of the worker, for

it is obviously unfair to expect a man earning 16s a week to yield up the same sum as another who receives 25s or 30s. Doubtless these and other points are covered by the provisions of the scheme, but it is somewhat strange that REUTER makes no reference to a sliding scale of contribution in the messages to hand. At first those who have been accustomed to handle and spend the whole of their wages without thought for the future will doubtless feel the embarrassment of the new order of things, but in time they will become thoroughly accustomed to the new conditions, and as the benefits of the aid which the State will be able to provide are felt, what for a time will be rather an irksome duty should be transformed into a greatly-prized privilege. Though the proposals of Mr LLOYD GEORGE are very far-reaching in character, we have hopes of their ultimate success. If they do nothing more than to imbue the mass of the people with a feeling of security and tranquillity which a contemplation of the future now too often utterly precludes, they will surely perform a definite part in building up the stability of the nation.

THE OVERLAND CHINA MAIL.

In order to still further popularise our weekly edition, (the Overland China Mail), we have decided to introduce a new feature. Each week on the front cover we shall print, under the heading of "Our Weekly Picture," a photographic reproduction referring to some local event of importance which lends itself to pictorial representation. In this way subscribers here, as well those at home, will have, in addition to the customary full reports of Hongkong affairs, an illustration which will more firmly impress certain local happenings on the mind. We feel sure the new step will be thoroughly appreciated, especially as the price of the Overland will still be 20 cents.

This week's picture, published to-day, shows the members of the Volunteer Corps who left for the Coronation, by the S.S. Asquith on April 29th.

NEWS OF THE DAY.

To-day's quotation for Para rubber, per Messrs Vernon and Smyth is 5s. 1d.

Another case of plague has occurred in Victoria, the patient, a Chinese, having died. This is the 25th case.

Though the Peak Sunday School has closed for the summer, there will be one more service for children and their friends conducted by Rev. C. H. Rickling to-morrow at 3 o'clock.

To-day is the first anniversary of the Accession of King George the Fifth. In honour of the event the man-of-war in port dressed ship, and at noon a salute was fired. Matins was said at St. John's Cathedral.

According to a Hankow paper there died recently in Hongkong an Annamite aged 104 years. His son, who acted as chief mourner, was 80 years of age, while the funeral procession was followed by 114 of the offspring of the deceased centenarian.

We hear that some bathing parties are turning their attentions to the sandy beaches and delightful waters of Tolo Harbour, and that the Railway authorities are willing to undertake arrangements for conveying people thither at down-right popular prices and times.

The contract for the building of the new transport for the quarantine department, Manly, has been granted to the Shanghai Dock and Engineering Company, whose bid, £314,000, was the lowest for the work. This concern will commence work on the big vessel immediately.

Mr Asquith has received a deputation of members of the House of Commons presenting a memorial signed by 292 members of both sides of the House in favour of the establishment of an advisory Imperial Council. Mr Asquith was sympathetic, and said he would gladly submit the memorial to the Imperial Conference.

In the Probate Division recently leave was given to swear the death of Cecil Stanley Grace on or since December 22, 1910. Mr Alice Nielson, who appeared on the motion, stated that Mr Grace left Dover on December 22 last in a biplane with the object of crossing the Channel and flying the greatest distance over the Continent. He landed at La Barriere, on account of the strong wind and started to return to Dover, was carried out of sight, and was never seen again, although his cap and "goggles" were picked up in the North Sea. Mr Grace had executed his will and had appointed his two brothers, executors, who were British subjects. The estate was valued at about £31,000.

NEWS OF THE DAY.

Bangkok sportsmen are considering a scheme for importing griffin ponies.

H.M.S. Pelorus is leaving to-day with time-expired naval men.

The Y.M.C.A. library cabinet recently held was quite a financial success, and over £100 will be added to the library funds.

The Gazette contains a register of medical and surgical practitioners qualified to practice in Hongkong. They number 27.

The Hongkong Gazette announces that the Court mourning for His late Majesty King Edward VII. terminates at mid-night to-night.

The proclamation declaring Chefoo, Chingwangtao, Dalny and Newchang in-fected ports has been rescinded by the Governor-in-Council.

His Excellency the Governor has appointed Thursday and Friday, June 22nd and 23rd, to be observed as public holidays, and Saturday, June 24th, as a Government holiday.

The King of Siam's Coronation ceremonies which were to have taken place in September on the anniversary of His late Majesty's Birthday have now been postponed till December.

The new Treaty of Commerce and Navigation between Great Britain and Japan, signed at London on April 3rd, 1911, may be seen at the Hongkong Colonial Secretary's office.

The picnic arranged by the Christian Endeavour Society (Union Church) are invariably successful and deservedly popular. In accordance with numerous requests one has been arranged for Whit Monday to Clear Bay.

As a little girl was walking along Hollywood Road about 6.30 this morning she was set upon by two men. One put his hands over her eyes while the other relieved her of her bangle. No arrests have been made.

Singapore is embarking on a sewage disposal scheme. The report of Mr Peiris has been accepted by the Municipal Commissioners and the sections of the town advised by him to be begun immediately are to be proceeded with. Application is to be made to Government for authority to borrow \$2,000,000 for the purpose.

The Singapore Legislative Council has approved the vote of \$50,000 for expenditure in the three Settlements of the Colony in connection with the festivities in honour of the Coronation of His Majesty King George the Fifth. It is proposed to allot \$10,000 to Penang, \$5,000 to Malacca, about \$500 or \$1,000 to Labuan and the rest to Singapore.

Says the Bangkok Times:—"The leading members of the British community in Bangkok are somewhat afflicted with a sense of extreme modesty. No one will venture to arrange a meeting of the community to discuss the celebration of the approaching Coronation lest he should be accused of putting himself forward. The result is that the situation is beginning to look a little ridiculous."

The Macao Boundary Protection Society in Canton has telegraphed to the Grand Council, the National Assembly, the twelve Boards, the Censorate and the Cantonese and Hengshan Guilds in Peking saying that it is most dangerous to submit the Macao boundary dispute to the Hague Tribunal at the present time when the foreign Powers are considering the question of dividing up China. There will not only be no settlement of the case in the hands of foreigners but will lead to other complications and precipitate the partition of the Empire. The Society urges that the matter should be settled between the parties concerned locally.

SOCIAL AND PERSONAL.

It is arranged that the Rev. G. H. Bondfield, of Shanghai, will conduct the morning service in Union Church, Kennedy Road, to-morrow at eleven o'clock.

On Tuesday His Majesty the German Emperor leaves for London, when he will be present at the unveiling of the monument to Her late Majesty Queen Victoria.

Probate of the will of Sir Charles Dike has been granted to his executors. The not personality is shown at 2119, 22s. Sir Charles left pictures and other objects of interest to the British Museum, the National Portrait Gallery, and other public institutions. His MSS., documents and literary matter are left to his niece, Miss M. G. Tuckwell.

Rear-Admiral Albert Mertz, U.S. Navy, and Mrs. Mertz leave Manila by the Yawata Maru to-day (May 6), for Japan and China, where they will spend a few weeks before proceeding to the United States. Admiral Mertz has been Commandant of the Cavite and Olongapo naval stations since January, 1909. It was under his direction that the department's order in connection with the transfer of the naval station from Cavite to Olongapo were carried out.

[Continued.]

WOMEN'S SUFFRAGE.

AN INDIFFERENT HOUSE OF COMMONS.

(Reuter's Service to the China Mail.)

LONDON, May 6.

The House of Commons, after a listless debate in which the Ministers did not participate, last night passed for second reading, by 255 votes to 88, Sir George Kemp's Bill granting the Parliamentary franchise to women householders.

The Bill, however, has no chance of passing into law this session as the Government is unable to give time for consideration and discussion of its provisions.

[Note.—In June last year Mr Shackleton introduced a similar Bill, which was passed for second reading by 299 to 190, but a motion that it be referred to a Committee of the whole House, instead of to a Grand Committee, was adopted by 330 to 175, and further progress with the measure was consequently rendered impossible.—Ed. C.M.]

TURKISH POLITICS.

DISSENSIONS AND RESIGNATIONS.

(Reuter's Service to the China Mail.)

LONDON, May 5.

A Constantinople telegram states that M. Djavid, the Minister of Finance, has resigned, and other Ministers, also representing the advanced section of Young Turks, are expected to resign as the result of dissensions in the party which have resulted in a victory for the Conservatives.

RAILWAYS IN PERSIA.

A BRITISH PROJECT.

(Reuter's Service to the China Mail.)

LONDON, May 5.

Sir Edward Grey, Secretary of State for Foreign Affairs, has stated in the House of Commons that His Majesty's Government has applied to the Government of Persia for the option to construct a railway in South-West Persia with British capital. He could not now make a statement as to the terms of the application or the nature of the reply.

THE COMPULSORY INSURANCE BILL.

CORDIAL APPROVAL.

(Reuter's Service to the China Mail.)

LONDON, May 5.

Mr Lloyd George's Insurance Bill has been read a first time.

Approval of its general principles is cordial and universal.

NEW COINAGE.

(Wah Tei Yat Po's Service.)

PERSEO, May 5.

A sample of the newly-designed silver coins has been submitted to the Board of Revenue for approval.

CHANG JEN CHUN.

LATE CANTON VICEROY RETIRES.

(Wah Tei Yat Po's Service.)

PERSEO, May 5.

The Government has accepted the resignation of H.E. Chang Jen Chun (Viceroy of Nanking and formerly of Canton) after its presentation for a third time.

[Note.—H. E. Chang is keenly interested in the Hongkong University, towards which he has contributed a sum of \$200,000.—Ed. C.M.]

ALTERED PLANS.

(Wah Tei Yat Po's Service.)

PERSEO, May 5.

On hearing of the Revolution in Canton and a rumour that great numbers of Revolutionists are coming to Peking, the Empress Dowager has cancelled her intention of removing to the Yeo Wo Palace.

FIRST AID.

DURING the warm weather, attacks of diarrhoea are very frequent and often are so swift in their results that life is in danger before a physician can be summoned. Every man who has the interests of his family at heart should keep a reliable remedy in his home for immediate use in cases of this kind.—Chamberlain's Colic, Cholera and Diarrhoea Remedy is, without doubt, the best remedy prepared for diarrhoea. It should be given if possible, at the first unusual looseness of the bowels. For sale by all Chemists and Storekeepers.

THE BEST BRAND OF

Guineas' Stout

ON THE MARKET IS

J.B. HALL & CO.

THE BOARS HEAD BRAND

Quarts, Pints and Splits.

FROM 1 : : :

H. Price & Co., Ltd.

12, Queen's Road Central, Hongkong and 83, Heshong Road, Kowloon.

RAMBLING NOTES.

The troubles at Canton have, luckily, soon been suppressed, and everybody is glad to think that things did not reach a more serious phase than they did. Still, if one could get to know the actual number of lives lost and the extent of the torture and suffering which the little revolt involved, I daresay it would make one open one's eyes pretty wide.

Public opinion both in Canton and Hongkong inclines to the view that the rebellion has proved somewhat of a blessing in disguise. This was illustrated by what occurred at Foshan. Previously little bands of robbers, numbering 50 at the most, caused no end of distress and could generally quickly disperse and get away to the hills on being opened against. It is a totally different matter, however, when it comes to moving about such a big force as that which gathered at Foshan for purposes of loot, and consequently it is not surprising to learn that fully 400 were wiped out in one day. Thus is the district freed of many a desperate disturber of the peace.

Judging by the programme of illuminations and fireworks decided upon by the Coronation Committee, Hongkong will be transformed into a veritable Fairyland on the day of the Crowning of the King. An inquisitive correspondent who has not been in the Colony very long wants to know what the Fish Procession is to be like. He feelingly expresses the hope that it bears no manner of resemblance to the processions of dried-fish hawkers which he occasionally comes in contact with at Shunikiwan and which can be smelt long before they are to be seen by the eye.

I can assure my friend that the Chinese Fish Lantern Procession, which will form a feature of the Coronation festivities, will be nothing more terrible than a perambulation of the streets by natives carrying prettily illuminated designs of various artificial fish. Why we should always have a fish procession I don't really know. Unless, of course, it is to remind the average Hongkongite that he has at least one characteristic in common with the fish—a lovely thirst!

Speaking of thirst recalls to my mind a conversation I heard recently between two Hongkong householders. One neighbour was complaining to the other about the bad gas-light in his house and he explained that when the gas was turned on it gave a very feeble illumination and a spluttering, gurgling sound was always to be heard. "Why, man," says the other, "your meter's dry; give it a wee drink!"

Very soon when "our dear old friend" the Clock Tower looks down on the dingy block of buildings at present occupied by the postal authorities he will bitterly bewail the loss of a life-long companion, for I see that the Government intends selling the site and we know this will probably mean an up-to-date business house where the Post Office now stands. Anyhow, the veteran Clock Tower will probably have the consolation of still keeping its head up when the bricks and mortar of the adjacent building are being roughly disturbed.

Talking of the Post Office reminds me of a query which I have heard in some quarters as to why the fine block of buildings opposite Falconer's should be styled "The Hongkong General Post Office." It is rumored that the postal authorities will simply occupy the bottom floor and that accommodation is also to be found for the Sanitary Department, the Registrar General's Department, the Education Department, the Treasury and even the Railway! One is surprised that the Sanitary Board, at least, doesn't insist on being represented in the descriptive appellation by some such name as "The Hall of Oratory" or something of that kind. Some wicked wag has suggested that a fine comprehensive name would be "The Hongkong Government Variety Show."

But fancy having the Railway offices on this side! If the precedent thus set of getting as far away as possible from the centre of activity is followed out we may soon expect to see the Peak Tramway offices removed to Stonecutter's, or the Commodore's office up alongside the Peak flagstaff.

It is one of "Rambler's" misfortunes that he is looked upon by the public as a medium for the airing of grievances. Consequently all manner of communications find their way to me through the post. The latest has to do with the decision of the Director of Education in the Hygiene Examination held in the schools of Hongkong as long ago as December last. The results, says my correspondent, have aroused a good deal of comment in scholastic circles. He says:—"It has always been understood that the shield, for which the various schools and colleges compete, shall be awarded to that institution which, ending in a full team of 10 competitors, gains the highest aggregate number of marks. In the present instance that position was held by the Ellis-Kadoorie College, but for some reason, known only to the powers-that-be, the trophy was awarded to the Belcher Girls' School, which was represented by five competitors only. Of course, it might be maintained that small schools have not such a wide field of selection as large ones and so are unable to send in full teams. But this argument, pursued to its logical conclusion, would mean that a very small school, having one brilliant pupil could send him or her in and secure the trophy." The papers, it seems, were marked by Dr. Pearce, but the

ultimate decision rests with the Director of Education. Perhaps some explanation will be forthcoming.

Another correspondent has sent me an interesting side-light on Hongkong's anomalies. He heads it, "State and Church—a Query," and says:—"I notice that in advertising for building tenders the Government stipulates for no work on Sundays. How comes it about that building work in connection with St. Paul's College and the new Christian Science meeting-place goes on," apparently, seven days a week?" Yes, tut!

Some funny errors creep into newspapers occasionally, as was illustrated by an astounding paragraph which appeared in a Hongkong journal this past week. It stated, "Forty-three cases of bubonic plague were reported in the twenty-four hours ended at noon to-day." Next day a correction had to be inserted stating that the occurrences numbered five, not 43! The mistake was made by adding the reference numbers of the cases (21 and 22) together. There are endless possibilities to this sort of thing. If every figure on the sheet were added together it would be possible to obtain a much more startling result! Why stop at a mere half hundred of cases?

Hongkong is not the only place out East where St. George's Day has not been celebrated. A Straits paper says that, as usual, Singapore had no celebration. "But," it adds, "this is easily explained. There are said to be no Englishmen in Singapore, which is believed to be composed of Germans and Scots only." Perhaps that's what the matter with Hongkong too!

RAMBLER.

APRIL WEATHER.

During the month of April the rainfall totalled 5,935 inches, this comparing with a 25 years' mean of 5,888. Rain fell on 14 days, and the heaviest day's fall was 2.160 on the 12th. There were 138.8 hours of sunshine, only one day occurring when none was recorded—the 17th. On two days there were over 11 hours sunshine. The highest temperature recorded was 86.9 on the 26th and the lowest 61.3 on the 1st.

THE BARMAID CASE.

Summons Dismissed.

Mr. E. R. Hallifax, at the Magistrate's Court this morning, gave his decision in the case in which David Froiman, licensee of the Land We Live In Hotel, was summoned for unlawfully permitting a woman to serve in the bar room of the hotel on April 23. His Worship said:—"I think your point is a good one and I must discharge defendant. Mr. Reader Harris, it will be remembered, raised the defence that the new Ordinance of 1911 prohibiting women to be in the bar of an hotel at all did not apply to defendant, who obtained his license under a previous Ordinance."

IN THE COURTS.

The second defendant who was remanded on a charge of having 325 tins of opium in his possession was fined \$500 or three months, at the Magistrate's to-day.

During April bank notes were in circulation and specie in reserve in Hongkong as follows:—Chartered Bank: notes, \$5,624,330; specie, \$4,000,000. Hongkong and Shanghai Bank: notes, \$13,492,750; specie, \$9,050,000. National Bank of China: notes, \$24,810; specie, nil.

AMOY DOINGS.

(From Our Own Correspondent.)

NAVAL NOTES.

Amoy has been quite unusually gay for the last week owing to the visit of five British torpedo boats, the Fame, Janus, Otter, Virago and Whiting, all of which came into port on April 24th, to be followed on the 28th ult. by the British cruiser Minotaur. The torpedo boats left again on April 27th for Foochow, and the Minotaur is due to leave to-morrow.

A SOCIAL FUNCTION.

The Captain and Officers of H.M.S. Minotaur very kindly gave an "At Home" to the Foreign community, of Amoy, on Tuesday afternoon, from 4 p.m. to 6 p.m. Boats were in readiness to tow us to the ship, and all who went received a most hearty welcome. Tea and cakes and other refreshments were provided in profusion, and everything was done to make the outing as delightful as possible. We were shown all over the vessel, and much interest was evinced in all the up-to-date machinery of a splendid type of war-ship. The excellent band played a good selection of music and everybody enjoyed the visit immensely. As far as could be judged, our visitors also thoroughly enjoyed their brief stay in our little port, and would be very glad to return here in the cool of the year. Certainly we shall all be very pleased to see the ship back again.

OBITUARY.

We have to lament the death of one foreign resident, M. Pierre Mochin, the French Postmaster, who died on Monday, May 1st, after a short illness, leaving a wife and three children. The funeral took place at the Foreign Cemetery, Kowloon, at 8.30 a.m. on Tuesday, and much sympathy is felt for the widow and fatherless children.

THE TAIWAN CASE.

The annual meeting of the Taiwan Club was held in the Library of the Taiwan Club, by kind permission of the Secretary of the Amoy Club, on Monday last, April 24th, when the officers for the ensuing year were duly elected, the 1911 fixed and other routine business transacted.

GOVERNMENT APPOINTMENTS.

The Gazette announces the following appointments, which have been made by His Excellency the Governor:—
Mr. A. G. M. Fletcher to act as Assessor of Races, in addition to his other duties, during the absence on leave of Mr. A. Chapman.

Police Sargt. G. Sim to be a Sanitary Inspector for Aberdeen, vice Inspector Dymond.

Hon. Mr. H. E. Pollock, K.C., provisionally and subject to His Majesty's pleasure, to be an Unofficial Member of the Executive Council during the absence on leave of Sir Paul Chater, C.M.G.

Mr. C. H. Ross, provisionally and subject to His Majesty's pleasure, to be an Unofficial Member of the Legislative Council during the absence on leave of the Hon. Mr. Henry Kewick.

SANITARY BOARD.

A meeting of the Sanitary Board is to be held on Tuesday afternoon when the orders of the day include:—Letter from Government relative to the change in the title of the Sanitary Board; minute by the President of the Sanitary Board relative to the suggested changes in the Draft Estimates for 1912; correspondence relative to a map showing the extent of Sullah training in the City of Victoria and Kowloon.

SPORTING.

Lawn Tennis.

Lieut. Day last evening gained entrance into the semi-final of the championship competition by defeating S. E. Green by three sets to love and 18 games to 8. The scores were:—6/4, 6/2, 6/2.

In "A" Class Singles P. H. Kilmack (over 30/4) entered Round 5 by overcoming R. J. Saunders (over 30) by 7/5, 6/2, 6/2.

Famous Rugby Club to Disband.

The Marlborough Nomads have definitely decided to disband, and officially recognise the Roslyn Park Club as the one which Old Marlborians should join.

Army Footballers Warned.

General Smith-Dorrien has issued important orders warning Army footballers against being bought out to become professional players, as, according to the established rules of the Football Association, such cannot be eligible for twelve months. General Smith-Dorrien notifies officially that several cases have been brought to his notice where men so purchased from the Army under this misunderstanding have, instead of earning a living wage, found themselves stranded for twelve months.

LADY SASSOON'S DEATH.

As we recently announced, the death has occurred at Poona of Lady Sassoon, wife of Sir Jacob Sassoon, the well-known Bombay millowner, banker, merchant, and philanthropist.

Sir Jacob Sassoon, who is a first cousin of Sir Edward Sassoon, is a member of the family who have been designated "The Rothschilds of the East," and who trace their descent from the Ibn Shoshans of Spain. The business with which he is associated has branches in England, on the continent of Europe, America, Africa, India, Persia, China, and Japan, the enterprise of Sir Jacob Sassoon contributing largely to the development of the Indian textile industry. His most notable recent public benefaction has been the gift to the Governor of Bombay of \$26,666 for the establishment of a Central College of Science, while he has also built and maintained synagogues in Bombay, Poona, and Hongkong, and has provided a number of schools, the chief of which, a High School at Byculla, was the subject of a magnificent endowment. In various other ways Sir Jacob has materially ameliorated the condition of his brethren, separate funds being provided for giving relief to the poor and needy. He is head of the Jewish community of Bombay, and president of the Bombay branch of the Anglo-Jewish Association. His mills in Bombay employ upwards of 12,000 native hands under English supervision.

Lady Sassoon, who was the daughter of Mr. Simon H. Isaac, a Calcutta merchant, was married to Sir Jacob (then Mr.) Sassoon in 1880, and shared in his philanthropic interests. Their only child died in infancy. For some years past she had been a confirmed invalid, suffering from a painful illness which prevented her accompanying her husband on his frequent visits to Europe.

Sir Jacob Sassoon has been hampered in his social and public life by a serious affection of the eyes. He arrived in Paris from Bombay only a few weeks ago, and proceeded to Wiesbaden, where he underwent a severe ophthalmic operation, necessitating complete quiet for two days or so, and much sympathy is felt with the bereaved gentleman in the severe blow that has just befallen him in addition to his personal affliction.

The heir-presumptive of the Sassoon family, by special remainder, is Sir Jacob's brother, Mr. Edward Elias Sassoon.

CHRONIC DIARRHOEA.

ANY sufferers from chronic diarrhoea have obtained prompt relief by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. For sale by all Chemists and Druggists.

COMMERCIAL.

SILVER REPORT.

Messrs. Vinton and Smith in their weekly share report dated May 6th state:—

There has been less enquiry for local stocks during the past week, but rates generally show no material change and close steady. "Rubbers" have attracted little or no attention during the interval, and close practically without feature. The price of Fine Hard Pan after advancing to 5/6 1/2 per lb has receded to 5/8 to-day a wired quotation, the market closing quiet. The open market rate of discount is again easier at 2 1/2 per cent, but there is no change in the Bank of England rate which remains at 3 per cent. Bar Silver closes steady at 24 1/2 and the T.T. rate on London at 1/8 1/2. Shanghai T.T. is unchanged at 7 1/2.

Banks:—Hongkong and Shanghai have ruled quiet with small sales and probable sellers at \$900. The London rate has advanced to £88/10. Nationals have sold and have further buyers at \$90.

Marine Insurance:—Unions have been booked at \$315, and close with probable buyers. China Trade continues in request at \$105 and Yangtzes at \$190. Canaries are quiet at \$180 and North Chinas at 1/16 the latter closing with sellers.

Fire Insurance:—Hongkong have been sold and can still be obtained at \$330. Chinas remain steady at \$120 and without local business.

Shipping:—Hongkong, Canton and Macao have strengthened, and after small sales at \$29 close with no shares procurable at the rate. "Indo Chinas" have again been in active demand and sales at from \$62 1/2 to \$64 for preferred and deferred combined, market closing with buyers at \$63 1/2. The London quotation is unchanged at £8. China and Manilas are in request at \$10 and Star Ferries (old) at \$98. There are sellers of new Star Ferries at \$16, and of Shell Transports at \$9 1/2. Douglas's are unchanged at \$19 nominal.

Registries:—China Sugars have failed to maintain their position and are now quoted with sellers at \$103. Luzons are unchanged at \$20 with no movement or change to report.

Mining:—No business in this section is reported and quotations are unchanged.

Docks, Wharves, and Godowns:—Hongkong and Whampoa Docks continue quiet at \$55 and Kowloon Wharves at \$52 sellers after small sales at \$51. New Amoy Docks have improved to \$7 with sales and buyers but there is no change to report in Shanghai Docks and Shanghai and Hongkong Wharves which remain at 1/16 55 and 1/16 55 respectively.

Lands, Hotels and Buildings:—Hongkong Lands close quiet but steady at \$83. Kowloon Lands are on offer at \$28 and Humphreys Estates at \$6 1/2, the latter after sales at \$6 1/2. West Point is unchanged at \$47 closing with probable buyers. Hotels have improved to \$115 and \$75 for the old and new issues respectively with sales, closing with probable buyers. Shanghai Lands are unchanged at 1/16 99, and Manila Metropole Hotels at peace 1/16. Cotton Mills:—Hongkong have declined to \$3 1/2 with sellers, and offer of a slightly lower rate would probably lead to business. In the North, Soy Chees have needed to 1/16 20, but otherwise there are no changes to report.

Miscellaneous:—Campbell Moores have been booked at the reduced rate of \$7, and Green Island Cements at \$3. Sales are reported of Lops at \$165, China Products at \$7, Dairy Farms at \$20 1/2, Electrics at \$21 1/2, and Steam Fisheries at \$7 1/2. There are buyers of Fanwicks at \$5, New Peak Trams at \$1.10, China Light and Powers at \$1.10, Powells at \$3, and H. Price & Co. at \$12. Langkats to the North have declined to 1/16 96.

The closing quotations (middle price) received from London by wire to-day are as follow:—

Highlands and Lowlands	96/3
Leuburns	97/8
London Antiques	11/9
London Ventures	3/9
United Serdangs	100/-
Allegars	4/8
Baw Nigs	87/8
Sepongs	30/6
Linggs	47/6
Er and F. Trusts	7/8 prem.
Rubber Trusts	15/3 prem.
Anglo Malays	20/3
Strait Bertrams	6/9
British Mercantile	3/-
Lobus	11/6

THE RAINFALL OF HONGKONG.

The following table gives the monthly rainfall at the Observatory to the end of April with the means and extremes for 27 years.

RAINFALL AT HONGKONG OBSERVATORY.

	1884-1890.	1891-1910.	Mean.	Max.	Min.
January	0.74	1.44	8.43	0.00	
February	0.00	1.70	7.98	0.02	
March	5.81	2.76	11.40	0.17	
April	5.94	5.67	14.38	1.23	

The year's rainfall to the end of the month amounts to 26.444 inches. The 27 years' mean for the same period is 11.37 inches.

Drug Needs

FOR

NOW

We try to conduct our store so that whenever you need any Sick Room, Bath, Toilet, or House-hold Drug or appliance, our name will instantly come to mind. Let us emphasize that

—Our Stocks are Right—
—Our Goods are Right—
—Our Prices are Right—
—Our Service is Right—

We dispense prescriptions exactly as written by your physician, using none but purest quality, full strength drugs and chemicals. Our Double-check system protects you against errors.

WATKINS, Ltd.

CHEMISTS.

51, Queen's Road Central, HONGKONG.

THE EDWARD DISPENSARY, C. KAMMING & CO. LD

CHEMISTS, DRUGGISTS, etc.

MANAGER:—CHENG KAM MING (Late Head Dispenser, Government Civil Hospital).

PRESCRIPTIONS ACCURATELY DISPENSED.

PURE DRUGS. PATENT MEDICINES.

PRICES MODERATE.

62A, Queen's Road Central, Hongkong, February 9, 1911.

LATE TELEGRAMS.

(From the *Cadenus-American*.)

PORTUGUESE ELECTION.

Lisbon, April 30.

The general election throughout Portugal will be held on May 23. This is the first general election under the republic.

THE ANGLO-JAPANESE TREATY.

London, May 1.

The Tariff Commission has issued another statement relative to Japanese trade as affected by the new treaty and tariff. The statement expresses the belief that British manufacturers have not been benefited by the arrangement.

NEUTRALISATION OF PHILIPPINES.

Washington, May 1.

Representative John N. Garner, from Texas, has introduced in the House of Representatives a bill urging the President of the United States to consider the subject of the conclusion of a treaty with the European Powers and Japan providing the neutralization of an independent Government in the said islands, under the protection of all the signatory Powers.

The above mentioned bill has been referred to the committee on foreign affairs of the House.

MEXICAN REVOLUTION ENDED.

Washington, May 2.

The Mexican revolution is ended, and as the price of peace, with it ends the political careers of President Diaz and Minister of Finance Limanour, the retirement of these officials having again been made a part of the demands of the revolutionist leaders in the negotiations which began several days ago at Oahuahu.

Within an hour that news of peace was received here came further reports of anti-American demonstrations in Mexico, which may cause the troops now on the border to remain in camp until the new administration gets matters well enough in hand to insure the safety of American residents and interests.

FORTY SUCCESSFUL YEARS.

FOR almost forty years Chamberlain's Colic, Cholera and Diarrhoea Remedy has been curing cramps in the stomach and bowels, dysentery and diarrhoea, and has never been known to fail to give relief even in the most severe and dangerous cases. You can make by setting aside for the safety of your family, to keep a bottle of this remedy ever at hand. For sale by all Chemists and Druggists.

HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST).

FOR BOSTON AND NEW YORK:

S.S. MUNCASTER CASTLE on or about 11th May.

For Freight & further particulars apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND "AFRIC LINE"

Proposed Sailings from Hongkong:

Steamers from Hongkong	On or about	Connecting at Calcutta with	On or about
NAMHANG	8th May	UMZINTO	6th June
LAIBANG	13th May		

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

HORNSBY STOCKPORT

GAS ENGINES AND SUCTION GAS PLANTS.

CHEAPEST FORM OF POWER KNOWN. OVER 11,000 IN DAILY USE.

THREE MAKERS' MEDALS AWARDED FOR THE GOLD MEDAL AT THE FRANKLIN INSTITUTION, LONDON, AND AT THE WINNIPEG EXHIBITION, CANADA.

HORNSBY OIL ENGINES.

Awarded the £1,000 Prize offered by the War Office for the Best Military Tractor together with £180 BONUS for exceeding the requirements of the conditions by 45 Per Cent.

PILE DRIVERS AND HOISTING ENGINES

made by the LIDGERWOOD MANFG. Co.

EXPANDED METAL

FOR REINFORCED CONCRETE, PLASTER-WORK, &c.

Prices, Stock List, and full particulars on application.

Quotations for any description of Machinery or Engineering Plant on application to

DODWELL & Co., Ltd., MACHINERY DEPT.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

The British Wood Preservative

"ANTHROL"

Destroys WHITE ANTS and prevents decay.

DODWELL & CO., LTD., Agents.

JOHN & ROBERT HARVEY & CO., LIMITED.

ESTABLISHED 1770.

These Undertakers have been appointed SOLE AGENTS in Hongkong and South China for the above Company.

WHISKIES.

DODWELL & CO. LTD.

INVESTED FUNDS Over £2,000
over £12,000,000. PAID DAILY IN CLAIMS

THE STANDARD LIFE OFFICE.

\$1,000 Policy for £2.0.8.

The above monthly premium will secure a £1,000 Policy on a good life aged 25 next birthday.

PREMIUMS BY MONTHLY INSTALLMENTS

WITHOUT EXTRA CHARGE.

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12, Queen's Road Central, Hongkong,

TELEPHONE No. 135.

Hongkong, April 18, 1911.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FROM	STEAMERS	TO SAIL	REMARKS
SHANGHAI, KOBE, FUSAWA	DEVANHA	7th May	Freight only.
AND YOKOHAMA	DEVANHA	7th May	Freight and Passage.
SHANGHAI	DEVANHA	10th May	See Special Advertisement.
LONDON, via Suez Ports	DELTA	Noon, 13th May	Freight and Passage.
OF CALL	DELTA	13th May	Freight and Passage.
LONDON & ANTWERP	SICILIA	About 17th May	Freight and Passage.
VIA SUEZ, PANG, CANTON	SICILIA	17th May	Freight and Passage.
PORT SAID & MARSEILLES	CEYLON	About 18th May	Freight only.
SHANGHAI, MOJI, KOBE	CEYLON	18th May	Freight only.
AND YOKOHAMA	CEYLON	18th May	Freight only.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO.'S. ROYAL MAIL STEAMSHIP LINE.

EXPRESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 12 DAYS OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
EMPEROR OF JAPAN, SATURDAY, 20th MAY.	EMPEROR OF BRITAIN, FRIDAY, 16th JULY.
EMPEROR OF CHINA, SATURDAY, 10th JUNE.	ALLAN LINE, FRIDAY, 7th JULY.
EMPEROR OF INDIA, WEDNESDAY, 28th JUNE.	EMPEROR OF IRELAND, FRIDAY, 28th JULY.
EMPEROR OF JAPAN, SATURDAY, 1st JULY.	ALLAN LINE, FRIDAY, 18th AUG.
EMPEROR OF CHINA, SATURDAY, 22nd JULY.	EMPEROR OF BRITAIN, FRIDAY, 28th SEPT.
EMPEROR OF INDIA, SATURDAY, 12th AUG.	

Empress' Steamships leave Hongkong at 7.00 a.m. and Montague at 12 Noon. All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

East Trans-Pacific Express connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The Empress of Britain and Empress of Ireland are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by the Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars of application from Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

E. M. S. "MONTAGUE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamer and 1st Class on Canadian and American Railways, and Class on Atlantic.

For further information, apply to D. W. CHADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON-WASHINGTON RAILROAD & NAVIGATION CO. FOR PORTLAND, via MOJI, KOBE, YOKOHAMA & SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	Tons	CAPTAIN	TO SAIL
RYGGA	3807	Eivind Meyer	May 8th

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
HAICHING	Capt. W. C. Passmore	TUESDAY, 8th May, at 11 a.m.
YAYANG	Capt. A. E. Hodgins	FRIDAY, 12th May, at 11 a.m.
SHAN	Capt. J. S. Roach	TUESDAY, 16th May, at 11 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

STEAMSHIP	CAPTAIN	LEAVING
HADJUN	Capt. J. W. Evans	SUNDAY, 7th May, at 10 a.m.
		WEDNESDAY, 10th May, at 11 a.m.

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, June 23, 1910.

SWEDISH EAST ASIATIC CO., LIMITED.

GOthenBURG.

PROJECTED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA & CANTON		16th May.

GOthenBURG & BALIC PORTS

For Freight and further Particulars, apply to

Olof Wijk & Co., CHINA AGENCIES, AKTIEBOLAG.

TELEPHONE No. 171.

Shipping.

U. S. MAIL LINE.

PACIFIC MAIL S. S. COMPANY.

SUB-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	DATE OF SAILING
KORRA	18,000	SATURDAY, 27th May, at 1 p.m.
SIBERIA	18,000	FRIDAY, 24th June, at 1 p.m.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 p.m.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 p.m.
KORRA	18,000	FRIDAY, 11th Aug., at 1 p.m.
SIBERIA	18,000	SATURDAY, 28th Aug., at 1 p.m.
MANCHURIA	27,000	FRIDAY, 28th Sept., at 1 p.m.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 p.m.

All Steamers are equipped with Wireless Telegraphy. The s.s. KORRA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, the 27th May, at 1 p.m.

Fares: Hongkong to London \$71, 10. 0. Return six months \$120 24 months \$125; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application. To European Points: Officials of any European Navy, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan.

To United States Points: Commanded Officers of the United States Army, Navy, U. S. P. H. & M. S. Service, U. S. Consul Generals, Consuls and Vice Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

INTERMEDIATE SERVICE. Persia 9,000 Tons, FRIDAY, 19th May, at 1 p.m.

China 10,200 " FRIDAY, 16th June, at 1 p.m.

FRIDAY, 7th July, at 1 p.m.

The s.s. PERSIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, May 19th, at 1 p.m.

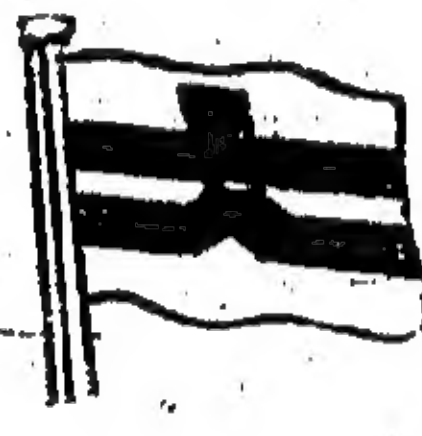
On the Fine MAIL STEAMERS CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Ports \$243.

Hongkong to San Francisco via New York \$218.

Through Bills of Lading issued to Japan, North Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of the Companies, King's Buildings (opposite Blake Pier).

FRED J. HALTON, Agent.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION)

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg)	Leaves
VICTORIA, B.C. & TACOMA	TACOMA MARU,	—	1911

VIA KEELUNG, NAGASAKI, KOBE AND YOKOHAMA	—	—	Tuesday, 16th May, Daylight
VICTORIA, B.C. & TACOMA	PANAMA MARU,	—	Tuesday, 30th May, Daylight
VIA KEELUNG, SHANGHAI, MOJI, KOBE & YOKOHAMA	—	—	—

The Co.'s newly built steamers have fair speed. Superior accommodation for stevedores passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
SWATOW via AMOY & TAMSUI	DAIGI MARU,	SUNDAY, 7th May, at Noon

ANPING & TAKAO	YCHIGO MARU	TUESDAY, 9th May, at Noon
FOOCHOW, via SWATOW AND AMOY	CHOSHUN MARU,	WEDNESDAY, 10th May, at 10 a.m.

Fair speed, Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

NORDDEUTSCHE LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
NAPLES, GENOA, ALGIERES, BUELOW, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	Capt. H. Formes	(18,900)	WEDNESDAY, 31st May, at Noon.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Capt. Ph. Obermayer	(19,000)	MONDAY, 15th May.
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Do.	Capt. F. Prosch	(17,000)	WEDNESDAY, 17th May.
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MANILA, YAP, ANGAUR, PRINZ SIGISMUND, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	Capt. F. Brueening	(6,000)	SATURDAY, 20th May, at Daylight.
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KOBE AND YOKOHAMA	Capt. H. Raeger	(8,750)	TUESDAY, 30th May.
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KUDAT AND SANDAKAN	Capt. F. Semblil	(5,050)	End of May.
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All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to Norddeutscher Lloyd, MELOHRS & CO General Agents, Hongkong & China

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SINGAPORE, PENANG AND CALCUTTA	CHONGSHING	MONDAY, May 8, at Noon.
TIENSIN	CHONGSHING	THURSDAY, May 11, at Noon.
SINGAPORE, PENANG AND CALCUTTA	LAISANG	SATURDAY, May 13, at Noon.
MANILA	LAISANG	SATURDAY, May 13, at 2 p.m.
SANDAKAN	LAISANG	WEDNESDAY, May 17, at Noon.

RETURN TOURS TO JAPAN. (Occupying 24 days). The steamers Kusanagi, Nanshin and Fushimi leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified Surgeon is also carried.

* Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

‡ Taking Cargo on through Bills of Lading to Kuantan, Lahad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. Telephone No. 215. General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHUNHUA	May 8, Midnight.

TIENSIN	KUICHOW	May 8, at 5 p.m.
TSINGTAU, CHEFOO & NEWCHWANG	KWANGSE	May 9, at 4 p.m.

MANILA, CEBU & ILOILO	KAITONG	May 9, at 4 p.m.
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DIRECT SAILINGS TO WEST RIVER.—Twice Weekly. S.S. "LINIAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers "Tean" & "Taming". Saloon accommodation and Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kaitong" is situated on deck, aft.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS.—(S.S. Anhui, Chennan, Linan, Chinghai)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's lunch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung. FARES.—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Telephone No. 36.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	AKI MARU, Capt. K. Homma, Tons 7000	WEDNESDAY, 10th May, at Daylight.

	MISHIMA MARU, Capt. A. E. Moepa, Tons 9000	WEDNESDAY, 24th May, at Daylight.
	KAGA MARU, Capt. A. Hagino, Tons 7000	WEDNESDAY, 7th June, at Daylight.

VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. Iizawa, Tons 7000	TUESDAY, 22nd May, at 4 p.m.
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	INABA MARU, Capt. S. Tomimaga, Tons 7000	TUESDAY, 20th June, at 4 p.m.
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VICTORIA, B.C. AND SEATTLE	KAMAKURA MARU, Capt. B. Ron, Tons 7000	SATURDAY, 20th May, from KOBE.
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SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 12th May, at Noon.
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	YAWATA MARU, Capt. J. Nagao, Tons 5000	FRIDAY, 9th June, at Noon.
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SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mocker, Tons 7000	WEDNESDAY, 10th May.
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NAGASAKI, KOBE AND YOKOHAMA	YAWATA MARU, Capt. J. Nagao, Tons 5000	WEDNESDAY, 10th May, at Noon.
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KOBE & YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, Tons 9000	THURSDAY, 11th May, at 11 a.m.
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BOMBAY, via SINGAPORE, AND COLOMBO	COLOMBO MARU, Capt. Salter, Tons 5000	TUESDAY, 16th May.
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† Fitted with new system of wireless telegraphy. ‡ Cargo only. * Carries Deck Passengers.

CHEAPEST SUMMER RATES

BETWEEN HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$120	\$110	\$100	\$90

2nd class \$-80	\$ 70	\$ 60	\$50
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With Option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailings, etc., apply to T. KUSUMOTO, Manager.

Regal Boots

AND Shoes

FOR SALE

AT REASONABLE PRICES.

THE SAVOY.

8, D'Aguilar Street (Opposite Court House).



Shipping

THE "SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship FLINTSHIRE, Captain G. O. Cuddy, will be despatched as above on or about 13th May.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, April 24, 1911. 543



STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELTA, Captain E. P. Martin, R.N., carrying His Majesty's Mail, will be despatched from this for BOMBAY, etc

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Tons	Leave Hongkong	Arrive London	Days
DELTIA	8000	May 13	May 13	1
DEVANHA	8000	May 27	May 27	1
DELHI	8000	June 10	June 10	1
ARADIA	7000	June 24	June 24	1
DELTA	8000	July 8	July 8	1
ASSATE	7500	July 22	July 22	1
DELHI	8000	Aug. 5	Aug. 5	1
DEVANHA	8000	Aug. 19	Aug. 19	1
ARADIA	7000	Sept. 2	Sept. 2	1
DELTA	8000	Sept. 16	Sept. 16	1

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Surtax).

1st Saloon..... £71.10 Single, £106.14 Return.
2nd .. £48.8 .. £72.12

In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Tons	Leave Hongkong	Arrive London	Days
SICILIA	8700	May 17	May 17	3
SUMATRA	4900	May 31	May 31	17
NILE	8700	June 14	June 14	31
NUBIA	3900	July 12	August 27	27
SINIA	5900	July 26	September 10	10
SYRIA	5900	August 9	September 24	24
NORE	8700	August 23	October 8	8

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Surtax).

1st Saloon..... £56.00 Single, £82.10 Return.

2nd .. £38.10 .. £57.4

For further particulars apply to

E. A. HEWETT,
Superintendent.MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	Steamers	Captain	To Sail
SHANGHAI, KOBE AND YOKOHAMA	NERA	CANARYA	May 8, P.M.
MARSEILLES, Via Port	TOURANE	LANCELIN	May 9, at 1 P.M.

TRANS-SHIPING on the Co's Steamers at Singapore for BATAVIA, at COLOMBO for CASCARA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.
For further particulars apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH and SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Havre, Bremen & Hamburg
S.S. SCANDIA.....18th May.	S.S. SUEVIA.....9th May.
S.S. SLAVONIA.....4th June.	For Rotterdam, Hamburg & Antwerp
S.S. SEGOVIA.....15th June.	S.S. SACHSEN.....20th May.
S.S. SPEZIA.....1st July.	For Marseilles, Havre & Hamburg
S.S. SILESIA.....12th July.	S.S. BAYERN.....30th May.
S.S. G. FERD. LAISZ.....28th July.	For Rotterdam & Hamburg
	S.S. ARADIA.....1st June.
	For Havre & Hamburg
	S.S. FRIEDRICH.....9th June.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

PHILIPPINE STEAM
SHIP CO.

Steamship	Tons	Captain	For	Start Date
RUHI	4,000	S. Crosby	Manila, Cebu & Iloilo	May 10, at 4 p.m.
SAFID	4,000	M. C. Smith	Manila, Cebu & Iloilo	May 20, at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.O., SEATTLE & PORTLAND (Or),
via SHANGHAI and JAPAN PORTS.

STEAMER	Tons	Captain	ON OR ABOUT
KUMERIC	6252	G. B. McGILL	30th May
LUCERIC	6400	J. MATTHEW	30th June

* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals.
The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.
The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Luceric" and "Orterio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points. For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED.

KING'S BUILDING, PLYMOUTH CENTRAL.

TELEPHONE No. 780.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD
THE QUICKEST FREIGHT TRANSPORT FROM THE
ORIENT TO SOUTH AFRICA.CARGO carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH
and CAPE TOWN with transshipment at COLOMBO.

PROPOSED SAILINGS.

FROM HONGKONG. FROM COLOMBO.
16th May. s.s. ELLERIO.....12th June

For Rates and further information, apply to

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

Hongkong, April 1, 1911.

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallsend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to

ANDREW WEIR & CO.,
(THE BANK LINE AGENT)
King's Building, (Fourth Floor).

Hongkong, February 8, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
* TENYO MARU	21,000	E. BENT	Friday, May 12, 1 P.M.
* NIPPON MARU	21,000	H. S. SMITH	Friday, June 2, 1 P.M.
* CHYO MARU	21,000	W. W. GREENE	Friday, June 30, 1 P.M.
* AMERICA MARU	11,000	A. G. STEVENS	Friday, July 21, 1 P.M.

* Triple Screw, turbine engines. * Twin Screw.
All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.
The Twin Screw Steamer TENYO MARU will be despatched for SAN FRANCISCO, via SHANGHAI, YAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 12th May, at 1 P.M.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO)

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

Steamer	Tons	Captain	Date of Sailing
HONGKONG MARU	11,000	H. HINOYAMA	Saturday, June 17, 1 P.M.
KIYO MARU	17,200	H. NISHI	Tuesday, Aug. 15, 1 P.M.
BUYO MARU	10,500	E. HAMAMOTO	Saturday, Oct. 14, 1 P.M.

The Steamer "HONGKONG MARU" will be despatched for VALPARAISO and CORONEL VIEJO, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO & IQUIQUE, on SATURDAY, the 17th June, at 1 P.M.

FARES FROM HONGKONG:
to SAN FRANCISCO..... £ 45-0-0, Single.
" NEW YORK..... £ 71-10-0,
" LONDON..... £ 121-10-0,
" SALINA CRUZ or MANZANILLO..... Yen. 420.00, Single.
" VALPARAISO..... Yen. 570.00.SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.
To European Points:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia. European Officials in the Services of the Governments of China and Japan.
To Canadian and United States Points:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.
To all Points:—Missionaries and their families.
(These concessions apply to San Francisco line only).
These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.
The "TENYO MARU" and "CHYO MARU" are fitted with Turbine Engines and Triple Screw. Records speed 21 knots.
Through Bills of Lading issued to North, Central and South American Ports.
For further particulars as to Passage and Freight apply to

K. MATSUDA, Local Manager.

KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

STEAMER	Tons	Captain	Date of Sailing
RAMBLER	1,200	W. W. GREENE	Friday, May 12, 1 P.M.

SOUTHERN FORMOSA.

With Woodcut.

Price..... 30 cents.

To be had at the CHINA MAIL OFFICE.

THE BACK DOOR

A SKETCH OF WHAT MIGHT BE

To be had at the CHINA MAIL OFFICE.

Price..... 50 Cents.

To be had at the CHINA MAIL OFFICE.

Price..... 50 Cents.

To be had at the CHINA MAIL OFFICE.

Shipping.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE

TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	June 2	May 27th at Noon
ALDENHAM	June 16	June 27th at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, November 2, 1908.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, etc.Head Office for the Far East: 10, DES VOUX ROAD CENTRAL, HONGKONG.
SHANGHAI, 2-3, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.

TICKETS supplied to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

HEAD OFFICE: LUDGATE CIRCUS, LONDON, E.C.

Hongkong, April 4, 1908.

WELLINGTON KNIFE POLISH
WELLINGTON SILVERSMITHS
BLACK LEAD SOAP FOR CLEANING PLATE
POLYBRILLIANT METAL POMADE
NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON Mills," LONDON.

ON SALE

AT THE

CHINA MAIL OFFICE.

GENT'S WASHING BOOKS. Useful to Bachelors.	Price 30 cts.
SAM-TSZ-KING. The Tri-Metrical Classic.....	30 cts.
A HISTORY OF UNION CHURCH.....	\$1.00.
SIR ROBERT HART'S MEMORANDUM. A Series of Articles on Sir Robert Hart's Schemes for the Improvement of China.....	20 cts.

AGENTS

LONDON: F. ALLEN, 11 & 12 Clements Lane, Lombard Street & C. T. B. Brown & Co., Ltd., 163 Queen's Road, Victoria St. CLARE, SON & PLATT, 85 Gracechurch St., & C. G. STERN & Co., Ltd., 30 Cornhill. GORDON & GORDON, 15 St. Bride St., & C. ROBERT WATSON, 150 Fleet Street. O. MITCHELL & Co., 39, Snow Hill, Holborn Viaduct, & C. D. J. KERR & Co., 3 Whitefriars St., & C. G. MATTHEW & GOWTHORPE, Ltd., 10, 11, 12 New Bridge St., & C.

SCOTLAND: FRED. L. SIMONS, 8 North St. David Street, Edinburgh.
PARIS AND EUROPE: MAYNARD FRANK & Co., 18 Rue de la Grange, Belleville, Paris.

NEW YORK: THE CHINESE EXCHANGE, Office, 32, West 23rd Street.
SAN FRANCISCO and American Port generally: BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, and NEW ZEALAND: GORDON & GORDON, Melbourne and Sydney.
CEYLON: W. M. SUTHER & Co., THE AUSTRALIAN CO., Colombo.

SINGAPORE, STRAITS, & KELLY & WATSON, Ltd., Singapore.
PHILIPPINE ISLANDS: A. S. WATSON & Co., Manila.

CHINA: CHUNG, PATRICK & Co., Agents, THE AMOY STORE, FOOCHOW, BUCKEY & Co., Shanghai, KELLY & WATSON, Ltd., Yokohama, KELLY & WATSON, Ltd., Yokohama.

THE CHINA MAIL, LTD., 6, Wyndham Street, Hongkong.

NOTICES TO CONSIGNEES.

THE S.S. Indrapura having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained. Goods not cleared by the 6th inst. at Noon will be subject to rent. All claims must be filed on or before May 16th, 1911, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo Ex s.s. Prins from Seattle. Ex s.s. Germania from Göteborg. Ex s.s. Mangon from Setchell. Ex s.s. Hamburg from Göteborg.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, May 3, 1911.

SOLE AGENTS, W. C. EUMPEREY & CO., 2nd FLOOR, 10, WYNDHAM STREET, HONGKONG.

Notices to Consignees.

PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

FROM PORTLAND via JAPAN PORTS.

CARGOES of Cargo per Steamship

RYOJA.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for consignment and to take immediate delivery of cargo from steamer.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be

effected.

All Cargo remaining on board after SATURDAY, May 6th, 1911, will be landed and stored at Consignees' risk and expense.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on TUESDAY, May 9th, 1911, at 10 A.M.

All Cargo undelivered on THURSDAY, May 11th, at Noon, will be subject to rent.

All Claims must be filed on or before June 4th, 1911, otherwise they will not be recognized.

FRED J. HALLON, Agent.

Hongkong, May 4, 1911.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ SIGISMUND, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Optics, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godown, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 6th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th of May, at 9.30 a.m.

All claims must reach us before the 16th of May, 1911, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELOERS & CO., General Agents.

Hongkong, May 1, 1911.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship BUELOW, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Optics, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godown, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 16th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th of May, at 9.30 a.m.

All claims must reach us before the 16th of May, 1911, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELOERS & CO., General Agents.

Hongkong, May 1, 1911.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

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